(b) the number of cases of rail accidents wherein action is going on;

(c) whether Government are aware of non-completion of inquiry into those accidents on time; and

(d) if so, the concrete measure taken by Government to complete inquiries into such accidents within the stipulated period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Period prescribed by the Railway Board for finalisation of accident inquiry is as under:—

(1) Departmental Inquiry — D+10

(2) Commissioner of Railway Safety's Inquiry:—

(i) Preliminary Report — D+10

(ii) Final Report — D+60

(b) As on 30.06.2001, 8 accident inquiries were pending completion beyond target date. Of these 6 are Departmental inquiries and 2 accidents are being inquired into by Judicial Commissions.

(c) and (d) Yes, Sir. Close monitoring is done to expedite finalisation of delayed accident inquiries.

Railway projects in Maharashtra

3642. SHRI VEDPRAKASH P. GOYAL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of Railway projects submitted by the Maharashtra Government during the last three years and the estimated cost thereof;

(b) the details of action taken so far; and

(c) the details of progress made so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Planning of Railways services or projects is made keeping a national perspective in view and taking an integrated view of traffic demands as well as of system requirements. Geographical boundaries of a State do not form a criterion for taking investment decisions. However,

details of some of the proposals received from Government of Maharashtra during the last three years, including action taken on each of these projects and their present status are given below:—

Proposal	Action Taken & Present Status
Manmad-Malegaon-Dhule-Nardana-Shirpur & Indore: New Line	Surveys for Manmad-Dhule and Dhule-Nardana-Shirpur New Lines have been completed. Due to unremunerative nature of the proposal and heavy throw-forward of on-going works, it has not been considered feasible to take up these projects. The survey for a new line from Shirpur to Mhow has been taken up. A metre gauge line already exists between Mhow and Indore.
Beed-Parli-Ahmednagar : New Line	This project has been sanctioned in 1995-96 at a cost of Rs. 353.8 Crores. The budget outlay for 2001-02 is Rs. 3 Crores. Final location survey has been completed for 15 kms. from Ahmednagar end. Land acquisition plans and papers have been submitted to the State Government for this length. The work would be progressed once the land becomes available. Station building at Beed is in progress.
Baramati-Pandharpur : New Line	The project is not considered feasible at this stage due to heavy throw-forward of ongoing works.
Kalyan-Murbad *via* Malshejghat to Ahmednagar: New Line	Updating survey for this line has been completed. Due to unremunerative nature of the proposal and heavy throw-forward of on-going works, it has not been considered feasible to take up this project.
Panvel-Karjat: Doubling	This project is not considered necessary at this stage.
Bandra-Kurla Rail Link	Bandra-Kurla rail link, which is one of the projects included in Mumbai Urban Transport Projects- II (MUTP-II), will be considered at the appropriate time.